

The Standard.

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This certifies that the circulation of the EVENING STANDARD has been audited and is guaranteed by the Auditor's Certified Circulation Blue Book.

This paper has proved by investigation that the circulation records are kept with care and the circulation stated with such accuracy that advertisers may rely on any statement of same made by the publishers under the ownership and management in control Aug. 20, 1908.

THE STANDARD RATE CARD
(In Force Feb. 1, 1908.)
Flat Rate, Any Number of Inches.
Changes Daily Per Inch

Once each week	Twice each week	Every other day	Every day
25c	24c	22c	20c

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The Standard invites the attention of advertisers to the above rates for advertisements in The Evening Standard. In fact, we challenge the comparison of any subscription list with that of The Evening Standard. THE STANDARD PUBLISHING CO.

WIRELESS APPARATUS.

While one-half the scientific world is busy inventing new means to destroy human life, the other half is equally busy devising plans and appliances for preserving the lives of those in peril. When Marconi invented the wireless telegraph he had no idea of its use in case of marine disaster. His inspiration was chiefly commercial and the application of this means in case of shipwreck is purely incidental to its original purpose. Desire of gain is, of course, the chief stimulus to invention, says the Bee, whether of the destructive or constructive character. It is the unvarying motive behind the invention of new means of destruction, for no man ever planned a deadly weapon out of philanthropic motive, notwithstanding protests that the purpose behind certain devilish destroyers was "to make war impossible."

While the purpose of wireless telegraphy was not at all philanthropic at its birth, it seems as if its most important use might go to that end. Obviously it can not be long until seafaring nations will enact the requirement that all ocean carriers shall be equipped with this apparatus. The Pacific Mail steamship company has been especially slow in adopting this means of safety and its fortunate use in the case of the wrecked Indiana was due only to the neighborhood of United States cruisers at Magdalena Bay. Had it been otherwise the passengers on the wrecked steamship might have been placed in serious jeopardy.

The lesson of the Republic and the Indiana shipwrecks is that all ocean going vessels, not excluding sailing ships, should be equipped with wireless apparatus. It is not costly of operation or installation, and it serves not only to save life in case of wreck, but likewise takes precaution against collision by indicating the location of ships at sea. On a fog ridden coast like this the installation of wireless apparatus on all ships seems imperative.

NEW ROUTE FROM OGDEN TO LOS ANGELES.

With the completion of the Hazen cut-off, which lacks less than 100 miles of a through connection by rail with Los Angeles, the San Pedro, or Clark, line will meet competition which will test it to the utmost.

The Hazen cut-off runs from Hazen, Nevada, on the Southern Pacific main line, south through Stillwater, Walker Lake and Owens valleys to Southern California. The road is said to have no grade greater than one per cent and to be a most desirable summer route. The distance from Los Angeles to Ogden by the Hazen cut-off will be 1,062 miles, or about 150 miles longer than by the San Pedro line.

The Paine & Hurst
DRY GOODS STORE
HEADQUARTERS FOR SPRING SUITS



OGDEN'S LEADING FURNITURE STORES.

EASTER GREETING

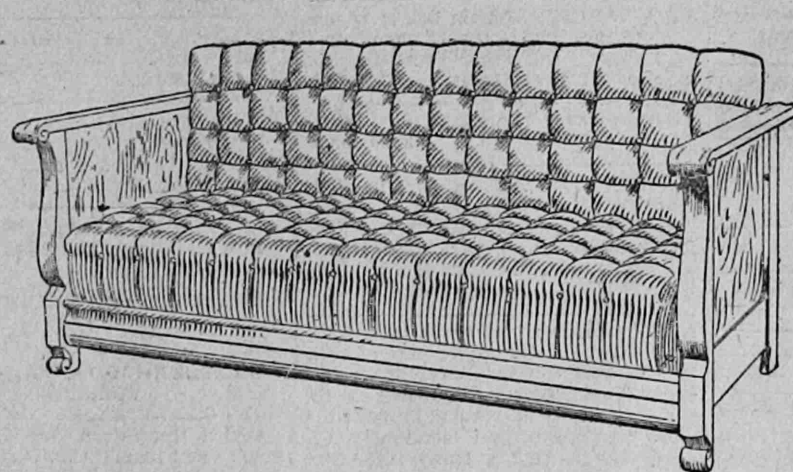
TO THEIR MANY FRIENDS AND PATRONS.

With the passing of Lent comes the beginning of Spring. The season of Hope, Gladness and Promise. Nature is awakening, readjusting and refurbishing her house, and the Good Housekeeper is seized with the same spirit—that of renewing, readjusting and renovating, and this creates a demand for many new things for home comfort and attractiveness. This is our opportunity and we propose to make the most of it, by impressing upon the minds of the home-makers of Ogden that we have a great big store full of the best values to be found in the western market.

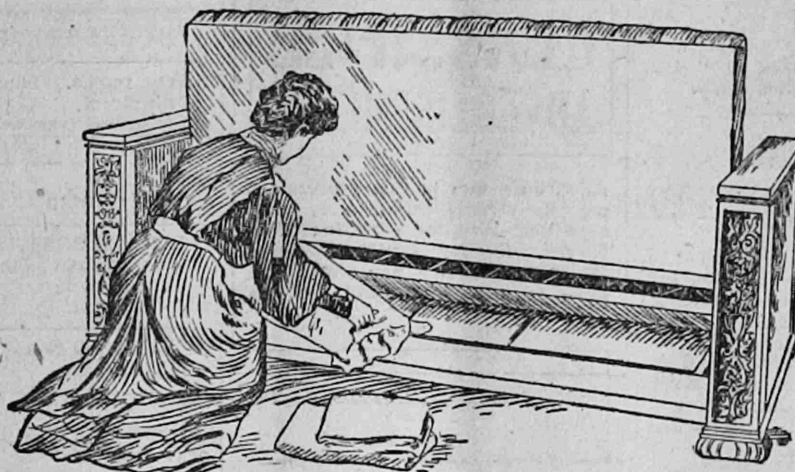
Furniture, Carpets, Rugs, Matting, Linoleums, Wall Papers, Lace and Portiere Curtains, Draperies, Stoves and Ranges

For 3 Days We Will Give the Greatest Bargain Sale of Davenport and Couches You Ever Saw

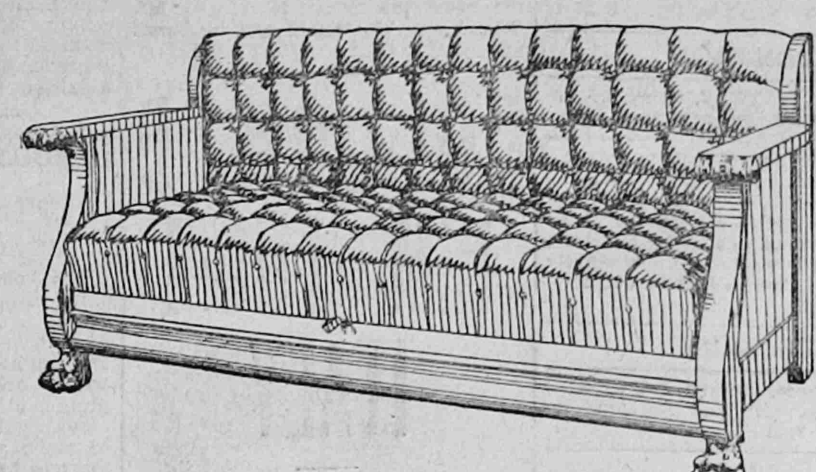
We have just received a carload of these handsome, convenient pieces of home furnishings, bought direct from the largest and best factory in the world. That's how we can make the prices lowest and guarantee them the best of material, construction and finish.



OUR NO. 116 BED DAVENPORT, solid quartered golden oak frame, back drops to make bed 4 ft. wide by 6 ft. 6 in. long, box for bedding under seat, best Boston leather upholstery, worth \$52.50. Sale Price only.....\$39.00



This shows the method of operating our popular Bed Davenports. They are three pieces of furniture in one—a Bed, a Davenport, a Wardrobe. Lift the seat, take the bedding out, drop seat and back and you have an excellent bed.



OUR NO. 114 BED DAVENPORT, nearly like this but with more carving on frame. Solid quartered golden oak frame, best Boston leather upholstery, makes bed 4 ft. wide by 6 ft. 6 in. long, worth \$50.00. Sale price only.....\$38.75

ON SPECIAL SALE MONDAY, TUESDAY AND WEDNESDAY—3 DAYS ONLY.

YOUR CREDIT IS GOOD

OGDEN FURNITURE & CARPET CO.

HYRUM PINGREE, MANAGER.

But railroad men who are familiar with the two routes claim that trains out of Ogden, over the Southern Pacific to Hazen and thence south to Los Angeles, will be able, because of the lighter grades, to make the distance in less time than is possible over the Clark road. If that be true, then much of the traffic from southern California, which now goes over the Clark road, will be diverted to the Hazen cut-off.

At a point north of Owen Lake, known as Whiskey Flat, the road will be shortened some 50 miles, after the heavier work is finished, by a cut-off. Then there will be but little difference in the mileage of the San Pedro and Hazen cut-off, as measured from Los Angeles to Ogden.

The Harriman road, which is the Hazen route, will parallel the Los Angeles aqueduct for a long distance and will play an important part in the construction of that big conduit. It is said that when trains begin to run over the entire route, regular passenger trains will make the distance from Los Angeles to Ogden without change, and there is a possibility that the road will be given a distinctive name and be operated as a unit from Ogden to Los Angeles, making the eastern terminal of the present Southern Pacific at Hazen. It is also reported that oil-burning engines will be used instead of coal burners.

These possible railroad changes will be to the best interest of Ogden.

OGDEN MUST BE TREATED WITH FAIRNESS.

The conflict now on, in which the people of Ogden are demanding from the Oregon Short Line railroad the same treatment accorded Salt Lake City at conference time and on other occasions, is not a movement antagonistic of the Harriman system of roads, but is intended to be an eye opener for those higher officials of the system who do not know that the Oregon Short Line, in its passenger department, is being operated for the benefit of Salt Lake City, to the injury of all other cities and towns within its territory and particularly to the injury of the Oregon Short Line itself.

Ogden has been patiently submissive for years, allowing the Oregon Short Line railroad to be a commercial drummer for the business interests of Salt Lake City, offering at least twice a year extraordinary inducements for the people of the intermountain country to visit and trade in Salt Lake City, but at last the issue is to be met and Ogden is to cease

to get down on its marrow bones, pleading to be allowed to gather up the crumbs that may fall from the table of railroad favoritism.

The Oregon Short Line as a railroad should know no preference. A city of the commercial and expanding importance of Ogden should be recognized as entitled to the same treatment accorded Salt Lake City. In some particulars Ogden is a more important business center than Salt Lake City. But beyond the question of the relative commercial standing of the two towns is that greater question as to whether there should be any unfair discrimination within the same territory and under similar conditions.

E. H. Harriman has built his roads on a broad-gauged policy of knowing no favorites. He has operated his lines as railroads and has sought to avoid sacrificing them to the advantage of any city. He has never knowingly allowed his roads to be made buffer-heads in the clash of two cities over a commercial advantage, and we doubt, when the matter is called to his attention, that he will sanction the discrimination now being practiced in this region, which affords his road no profit, but simply places it in the position of exciting the people to be resentful and unfriendly.

GREAT CHANGE IN UNION PACIFIC.

The degree of success attained by E. H. Harriman in his control of Union Pacific is eloquently presented in this comment by a brokerage firm on Union Pacific stock:

"In the broad general market this week Union Pacific resumed its position of leadership. Throughout the general advance of 1908 Union Pacific showed the most natural discounting movement, and altogether, since the suspension of bullish activity three months ago, has maintained the most consistently steady level.

"There is to be said to Union Pacific's present advantage that it possesses stronger favor with the speculative and investment public at this level than at any previous uplifting movement during the year past. Although at such a higher level it is probably a fact that an upward movement in the stock would find a greater measure of outside support than previous advances from stages 20, 40 and 50 points lower. The admirable market behavior of the stock has simply impressed the general view of its value and price possibilities.

"Union Pacific's leadership and ability to advance as compared with the rest of the market should be

strengthened rather than impaired, because, as we have frequently pointed out, it has still a gap to close up before it is on the same price basis, in proportion to its dividend payments, with other leading railroad stocks. The progress made since the panic level has been the gaining of not much more than half the relative price differences then existing.

"Just now Union Pacific is back to the highest level reached on this entire movement so far. In the extended advance of the past twelve months the stock has never failed to break through on again reaching, just after a reaction, a previous high level. In the present instance the stock has had a longer period of rest and an opportunity to place itself in a state of thorough preparedness."

When Harriman obtained the management of Union Pacific, the road was indifferently considered by eastern investment. Now it is the market leader and a link in a chain of the most profitable railroad system in the country.

CATHOLIC EDITOR OPPOSES PROHIBITION.

The Intermountain Catholic of Salt Lake, takes a peculiar position on the liquor question, and in order that all points of view of all creeds and classes may be understood, we here reproduce an editorial on prohibition appearing in today's issue of the Catholic, as follows:

A horrible rumor last week reached the ears of the manager of The Intermountain Catholic that our paper must be a warm friend of the saloon, since it had not one word to say in support of "Prohibition," when the resolution in its favor was up for discussion in the legislature. We are emphatically opposed to prohibition; to vote for it is to vote for a dream. We honestly believe that fanaticism on the question of temperance is a sure sign of failure. Particularly when this fanaticism is partially assumed to convince our neighbors how strictly we observe the ten commandments and the "holier than thou." It is an obnoxious phase of that form of spurious enthusiasm which induces some of us to indulge, at times, in a kind of spread-eagle patriotism. There are well-meaning people whose rendering of the Commandments is—Hate whiskey and love the American eagle. This is a mood. It will pass in time and lead to a more reasonable frame of mind.

Our position on the liquor question is this: We are in favor of High License, the higher the better; of granting a saloon license only to a man of good standing in the community and whose application for a license is signed by ten educated and respectable citizens; of making the saloon decent by putting it under the control of decent men. Many of our saloon proprietors are as clean, decent and respectable as any class of men in the state of Utah. But there are others

who ought to be in the penitentiaries. These are the men who have no consciences; a disreputable and degraded class whose unclean lives and repeated violations of civic ordinances, have made the saloon a reproach and promoted a dismal necessity. Between the members of the city council who permit these men to dishonor the liquor trade and the scoundrels themselves the line of decent separation is almost obliterated. The honest and self-respecting licensed victualler holds these violators of the law, these keepers of low groceries and dives, in as great contempt as do doctors and clergymen the wretched derelicts who disgrace the medical profession, the priesthood and the ministry.

Again, we are in favor of reducing the number of saloons in our city, of establishing a board of license commissioners composed of three independent and honorable men, and of appointing an inspector who should report to the commissioners twice a month. The by-laws of this city and Ogden framed for the regulation of the liquor traffic are not enforced, they were not intended to be enforced. They are a mockery, a delusion and a snare. If the assurance we have that prohibition will be effective? We contend that bartenders should be licensed, for bartenders frequently break the laws without the consent or knowledge of the proprietor, who suffers for his bartender's rapacity.

Good liquor, like good tea and coffee, is a gift of God. It may be used or abused. If a human creature is so little of a man that he must abuse it, let him use it at all, let him strive to make himself more of a man. The sin lies in the action of the man's will, not in the liquor.

We understand that this is well enough in theory; but it is cold comfort to the mother who suffers from the brutality of a drunken husband, to the children who feel the scorn of the world upon them, to the sisters who suffer pangs worse than death from the vice and selfishness of a besotted assurance. Never have we that suffers from the brutality of a drunken husband, to the children who feel the scorn of the world upon them, to the sisters who suffer pangs worse than death from the vice and selfishness of a besotted assurance.

By damning those they have no mind to. There are three deadly sins in the moral theology of the prohibitionists, particularly the female prohibitionists. Card playing, drinking and Sabbath breaking. Our Lord tells us, as recorded in the fifteenth chapter of St. Matthew, the things that defile man or woman, and in the commission of these sins the American people stand prominently guilty. Protestant ministers, fearing to give offence to their listeners, carefully avoid referring to the fifteenth chapter of St. Matthew and the shameful sins denounced by our Lord and to which Americans, young and old, are abandoning themselves.

We have no sympathy with that form of fanaticism which drinks strong coffee, claret and champagne at its own table, but raises its voice

and walls over the unhappy miner, or laborer, or drudge, who uses coarser stimulants. We have lived in countries where sumptuary laws were passed against all forms of innocent amusements on Sundays and, returning to the same lands many years afterwards, these laws were indeed still unrepented, but ball-playing, horse-racing and prize fighting had supplanted the innocent Sunday amusements and the law was as dead as a corpse.

A law that is not or cannot be enforced, or that casts out one devil and opens the door to seven other devils more wicked than the first, is not a law framed by experience, unimpassioned judgment or common sense.

INVITE MR. KINGSLEY TO OGDEN.

Darwin P. Kingsley, president of the New York Life Insurance company, and E. I. Devlin, superintendent of real estate for the same company, are in Salt Lake City at the present time for the purpose of investing money in real estate.

It is the policy of the New York Life, Mr. Kingsley is quoted as saying, to invest its funds in what is known as "liquid assets." He had been called on in the past to invest \$5,000,000, and expected in the near future to invest for the company \$2,000,000. The most satisfactory investment, he said, was in approved real estate. Such investments eliminated the possibility of any demand being made on the company that it could not meet. In real estate investments the rate of interest, he said, was higher and safer than in any other holdings.

"I have great faith in Salt Lake," said Mr. Kingsley, "and I came to Salt Lake in search of information relative to making investments here. I secured the information I was looking for, and I can say authoritatively that the New York Life will invest from \$300,000 to \$400,000 in Salt Lake real estate, and that very soon."

Before Mr. Kingsley, who is a western man, having been editor of the Grand Junction News, leaves this state, he should be invited to Ogden, and we understand that the officers of the Weber Club are now in communication with him for that purpose. If Mr. Kingsley comes here, he should be shown over the city and be brought in contact with our leading citizens. We know of a prominent citizen who will build two big structures if the money is available at a low rate of interest. That is, he will put in his real estate and add to his land holdings a big percentage of the entire amount of money required to build two or more five-story buildings, if he can issue bonds based on those investments and with the money thus secured complete his undertakings, just as Samuel Newhouse is doing in Salt Lake and as is

BANK CLEARINGS.

New York, April 9.—Bradstreet's Bank Clearings Report for the week ending April 8th, shows an aggregate of \$3,411,279,000, as against \$2,775,831,000 last week and \$2,155,606,000 in the corresponding week last year.

Cities.	Amount.	P.C.P.C. Inc. Dec.
New York	\$2,246,562,000	88.7
Chicago	250,124,000	14.4
Boston	179,181,000	37.3
Philadelphia	140,631,000	26.2
St. Louis	62,061,000	11.1
Pittsburgh	48,450,000	10.9
Kansas City	42,763,000	23.6
San Francisco	36,744,000	20.0
Baltimore	27,415,000	24.4
Cincinnati	26,634,000	5.0
Minneapolis	16,440,000	12.8
New Orleans	15,682,000	5.2
Cleveland	16,249,000	16.7
Detroit	11,384,000	5.6
Omaha	14,754,000	29.7
Louisville	13,582,000	26.9
Milwaukee	11,172,000	15.2
Port Worth	14,072,000	53.0
Los Angeles	12,071,000	30.1
St. Paul	9,749,000	21.0
Seattle	10,553,000	41.0
Denver	8,994,000	19.7
Buffalo	8,698,000	13.0
Indianapolis	7,584,000	1.8
Spokane	7,358,000	21.0
Providence	7,682,000	13.4
Portland	9,034,000	47.0
Richmond	6,487,000	16.4
Albany	4,908,000	19.0
Washington	7,240,000	17.0
St. Joseph	5,884,000	25.5
Salt Lake City	6,981,000	67.3

BIG CANADIAN FACTORIES EVADE CHILD LABOR LAW

Samuel Gompers, president of the American Federation of Labor, and the other high officials of that great organization, whose membership now totals in the neighborhood of three million hard-working men and women, skilled and unskilled, are profoundly interested in a report which has just been transmitted to them on existing conditions in the cotton factories of the Dominion of Canada. This report is the work of the Hon. W. L. MacKenzie King, who was appointed a royal commissioner last summer to inquire into the conditions of labor in the cotton mills of the Province of Quebec, which led up to the strike involving 6,000 operators and was recently laid before the Canadian parliament. The report is a comprehensive and illuminating contribution to the whole question of factory labor, particularly dealing with child labor. The strike was the result of a reduction of wages to all cotton mill operators by 10 per cent. The report criticizes the employers for the cur manner in which notice was given of the intended reduction in the face of a report of good dividends during the preceding year.

He finds, however, that some of the labor leaders were principally to blame for the calling of an ill-timed and disastrous strike. Personal enmities and ambitions caused dissen-

sions among the operators and led to a strike which might have been averted had the principles of conference and arbitration been adopted.

He recommends that permanent boards of conciliation be appointed, to which all disputes should be referred before a strike or a lockout is declared; that one month's notice of any change in the rate of wages or conditions of labor should always be given, and that some form of labor co-operation and profit-sharing should be adopted.

With regard to the effects of the tariff reduction in bringing about the strike, he finds that the tariff was not primarily responsible, although at a time of world-wide industrial depression the lowering of the tariff probably caused competition from abroad to be more keenly felt.

The tariff, however, he says, was not responsible for the falling off in the cotton trade, but rather the business depression which produced similar curtailment of business in all other countries. Under ordinary conditions the present tariff would be quite adequate.

The most interesting part of the report is in connection with the question of child labor. The factory law of Quebec, which places its age limit for child labor at 14 years, has been evaded and many instances were found where children under the legal age were employed.

Enemies of Progress. Ignorance and carelessness are the two prime enemies of hygienic progress, and these can only be overcome painfully and by much perseverance.

NECKTIES

Four-in-Hand is the craze this Spring, 2 1/2 inches wide in a variety of bright and attractive colors—silks the finest, insuring easy knotting and long wear.

Silk Ties 35¢, 50¢ and 65¢
Wash Ties, White or Colors two for 25¢
Negligee Shirts 75¢ to \$3.00

Spring Derbies \$3.00
Everything in clothing and furnishings for Spring wear.

CLARK'S STORES